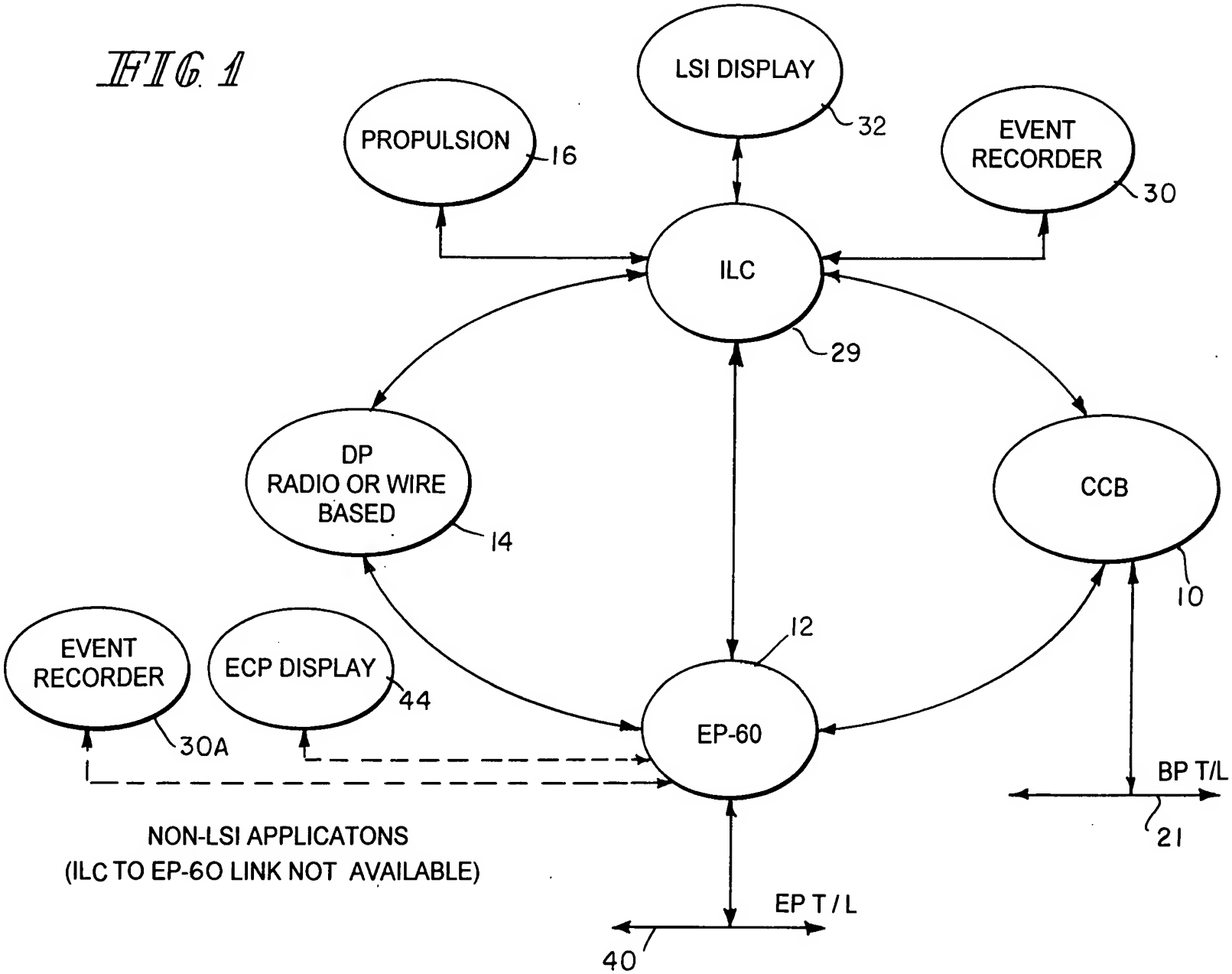
FIG. 1


LSI DISPLAY
32
PROPULSION
16
EVENT RECORDER
30
ILC
29
DP
RADIO OR WIRE
BASED
14
CCB
10
12
EVENT RECORDER
30A
ECP DISPLAY
44
EP-60
BP T/L
21
NON-LSI APPLICATONS
(ILC TO EP-60 LINK NOT AVAILABLE)
EP T/L
40

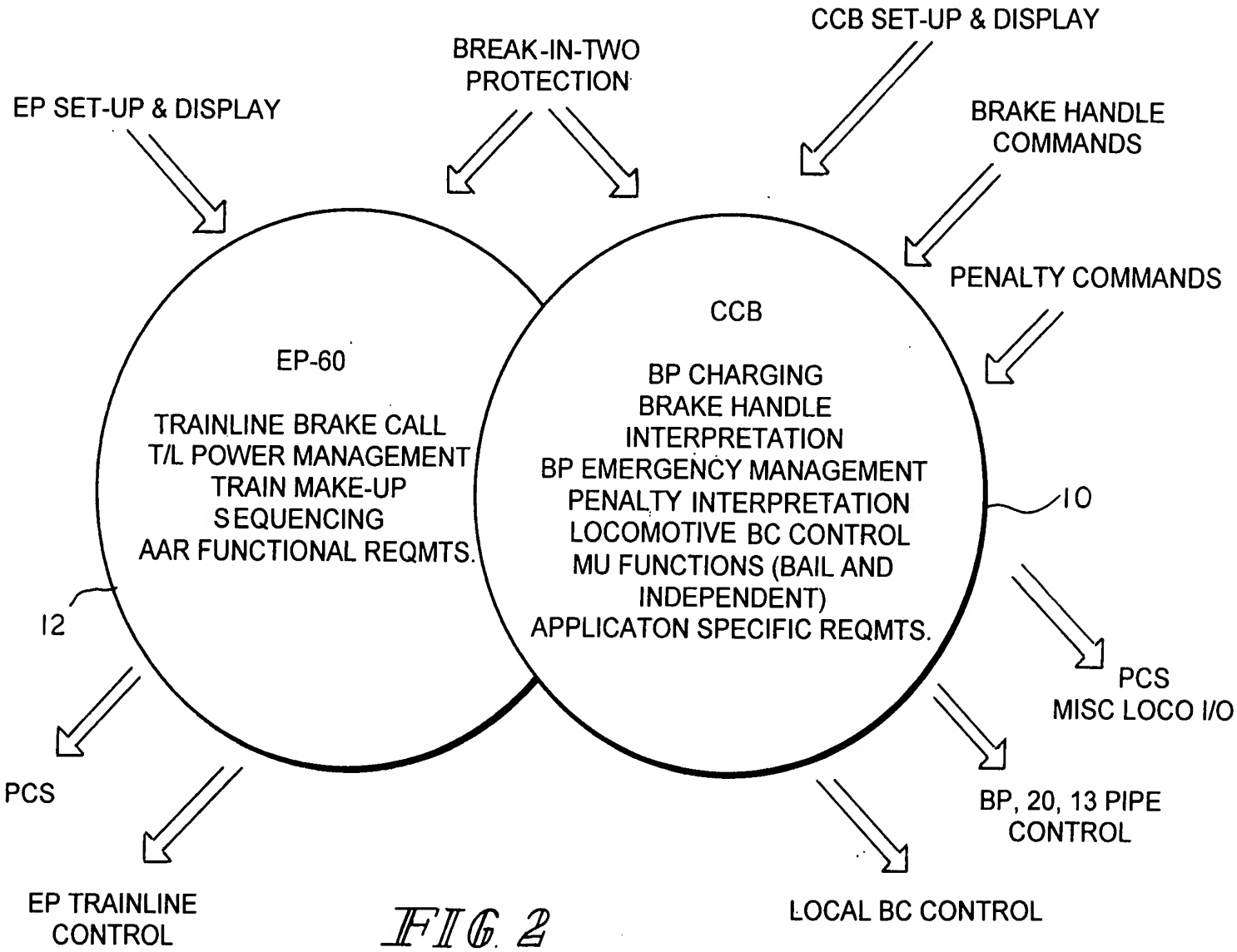

EP SET-UP & DISPLAY
BREAK-IN-TWO PROTECTION
CCB SET-UP & DISPLAY
BRAKE HANDLE COMMANDS
PENALTY COMMANDS
EP-60
TRAINLINE BRAKE CALL
T/L POWER MANAGEMENT
TRAIN MAKE-UP SEQUENCING
AAR FUNCTIONAL REQMTS.
12
CCB
BP CHARGING
BRAKE HANDLE INTERPRETATION
BP EMERGENCY MANAGEMENT
PENALTY INTERPRETATION
LOCOMOTIVE BC CONTROL
MU FUNCTIONS (BAIL AND INDEPENDENT)
APPLICATON SPECIFIC REQMTS.
10
PCS
MISC LOCO I/O
PCS
BP, 20, 13 PIPE CONTROL
EP TRAINLINE CONTROL
LOCAL BC CONTROL

FIG. 2

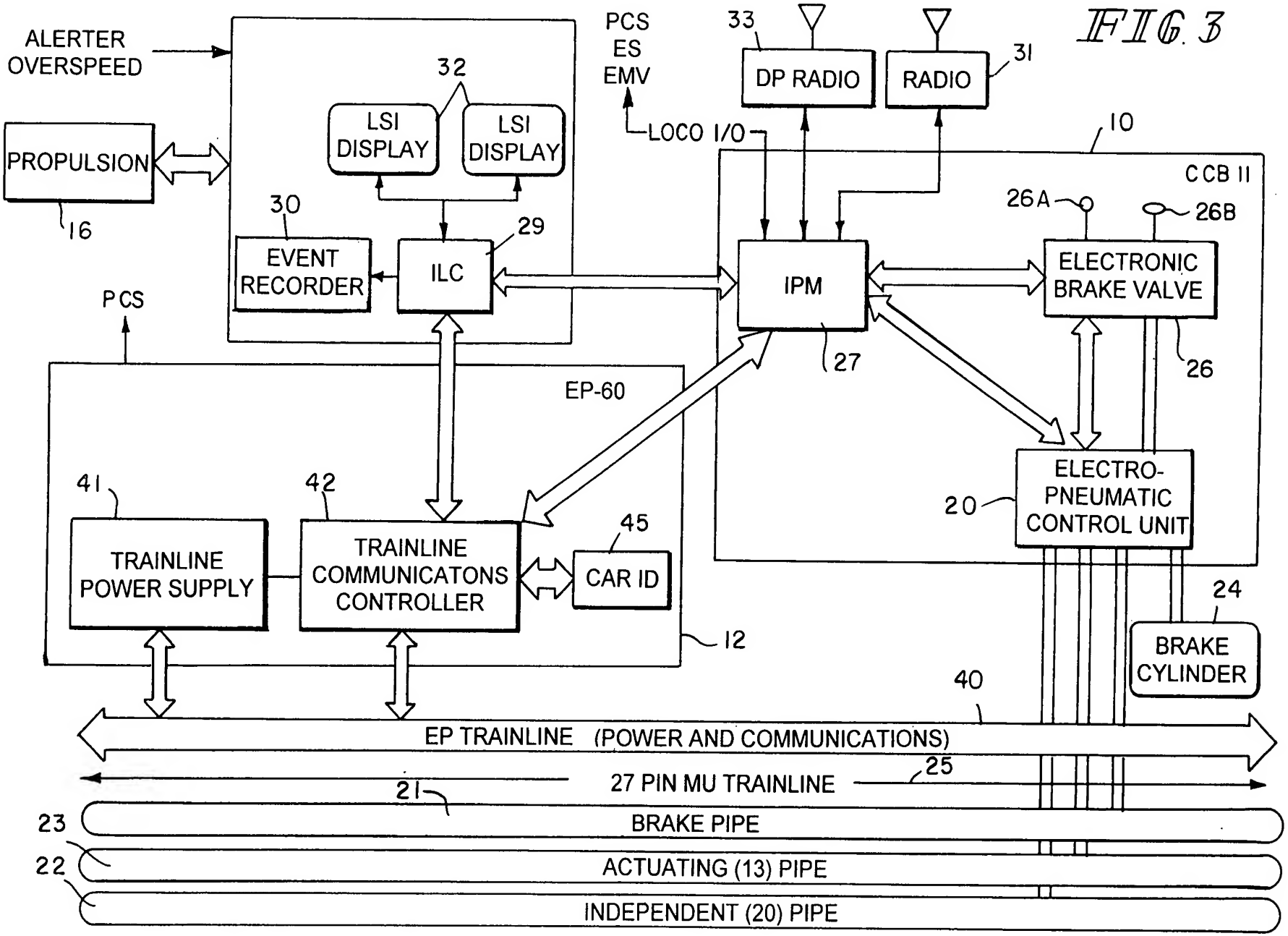

ALERTER
OVERSPEED
PROPULSION
16
32
LSI
DISPLAY
LSI
DISPLAY
30
EVENT
RECORDER
ILC
29
PCS
ES
EMV
LOCO I/O
33
DP RADIO
RADIO
31
10
CCB II
26A
26B
IPM
ELECTRONIC
BRAKE VALVE
27
26
PCS
EP-60
41
42
45
TRAINLINE
POWER SUPPLY
TRAINLINE
COMMUNICATONS
CONTROLLER
CAR ID
12
20
ELECTRO-
PNEUMATIC
CONTROL UNIT
24
BRAKE
CYLINDER
40
EP TRAINLINE (POWER AND COMMUNICATIONS)
27 PIN MU TRAINLINE
25
21
23
BRAKE PIPE
22
ACTUATING (13) PIPE
INDEPENDENT (20) PIPE

FIG. 3

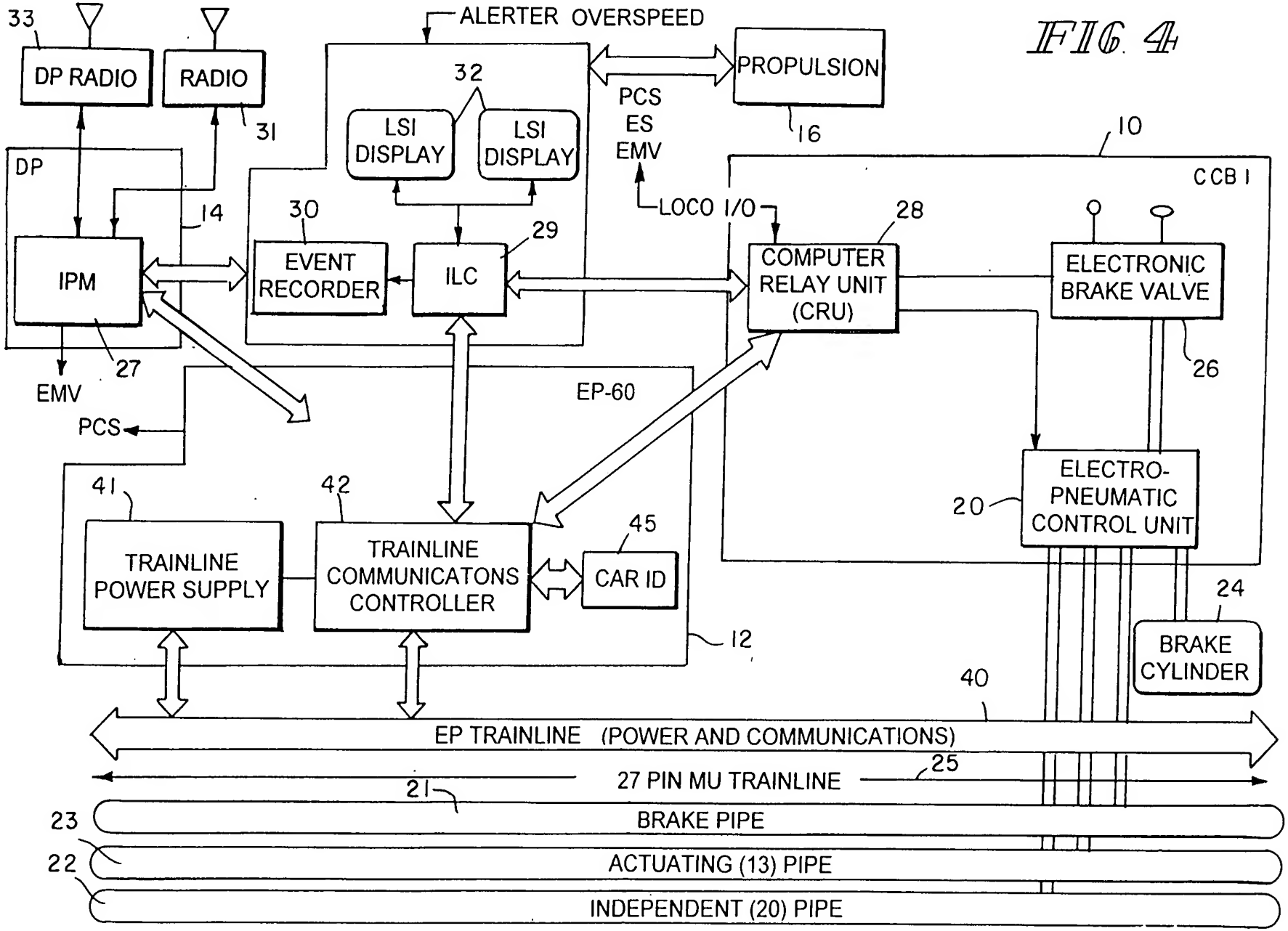

33
DP RADIO
RADIO
31
ALERTER OVERSPEED
32
LSI DISPLAY
LSI DISPLAY
PCS
ES
EMV
PROPULSION
16
10
CCB I
DP
14
30
EVENT RECORDER
29
ILC
LOCO I/O
28
COMPUTER RELAY UNIT (CRU)
ELECTRONIC BRAKE VALVE
IPM
27
EMV
PCS
EP-60
26
41
42
45
TRAINLINE POWER SUPPLY
TRAINLINE COMMUNICATONS CONTROLLER
CAR ID
20
ELECTRO-PNEUMATIC CONTROL UNIT
24
BRAKE CYLINDER
12
40
EP TRAINLINE (POWER AND COMMUNICATIONS)
25
27 PIN MU TRAINLINE
21
23
BRAKE PIPE
22
ACTUATING (13) PIPE
INDEPENDENT (20) PIPE

FIG. 4

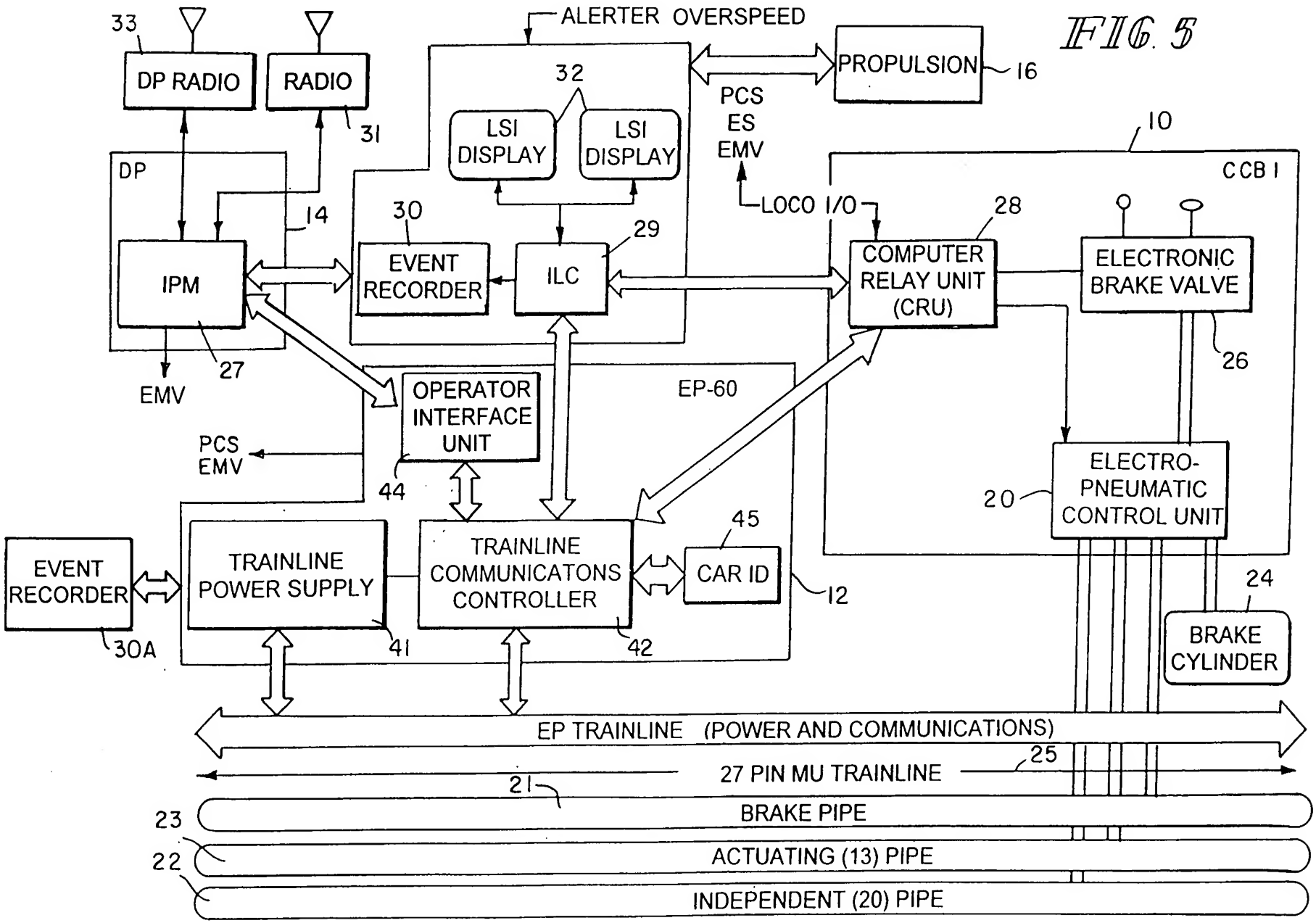

33
DP RADIO
RADIO
31
ALERTER OVERSPEED
32
LSI DISPLAY
LSI DISPLAY
PROPULSION
16
PCS ES EMV
10
CCB I
DP
14
30
29
LOCO I/O
28
IPM
EVENT RECORDER
ILC
COMPUTER RELAY UNIT (CRU)
ELECTRONIC BRAKE VALVE
26
27
EMV
EP-60
OPERATOR INTERFACE UNIT
PCS EMV
44
ELECTRO-PNEUMATIC CONTROL UNIT
20
45
EVENT RECORDER
TRAINLINE POWER SUPPLY
TRAINLINE COMMUNICATONS CONTROLLER
CAR ID
12
24
30A
41
42
BRAKE CYLINDER
EP TRAINLINE (POWER AND COMMUNICATIONS)
25
27 PIN MU TRAINLINE
21
23
BRAKE PIPE
22
ACTUATING (13) PIPE
INDEPENDENT (20) PIPE

FIG. 5

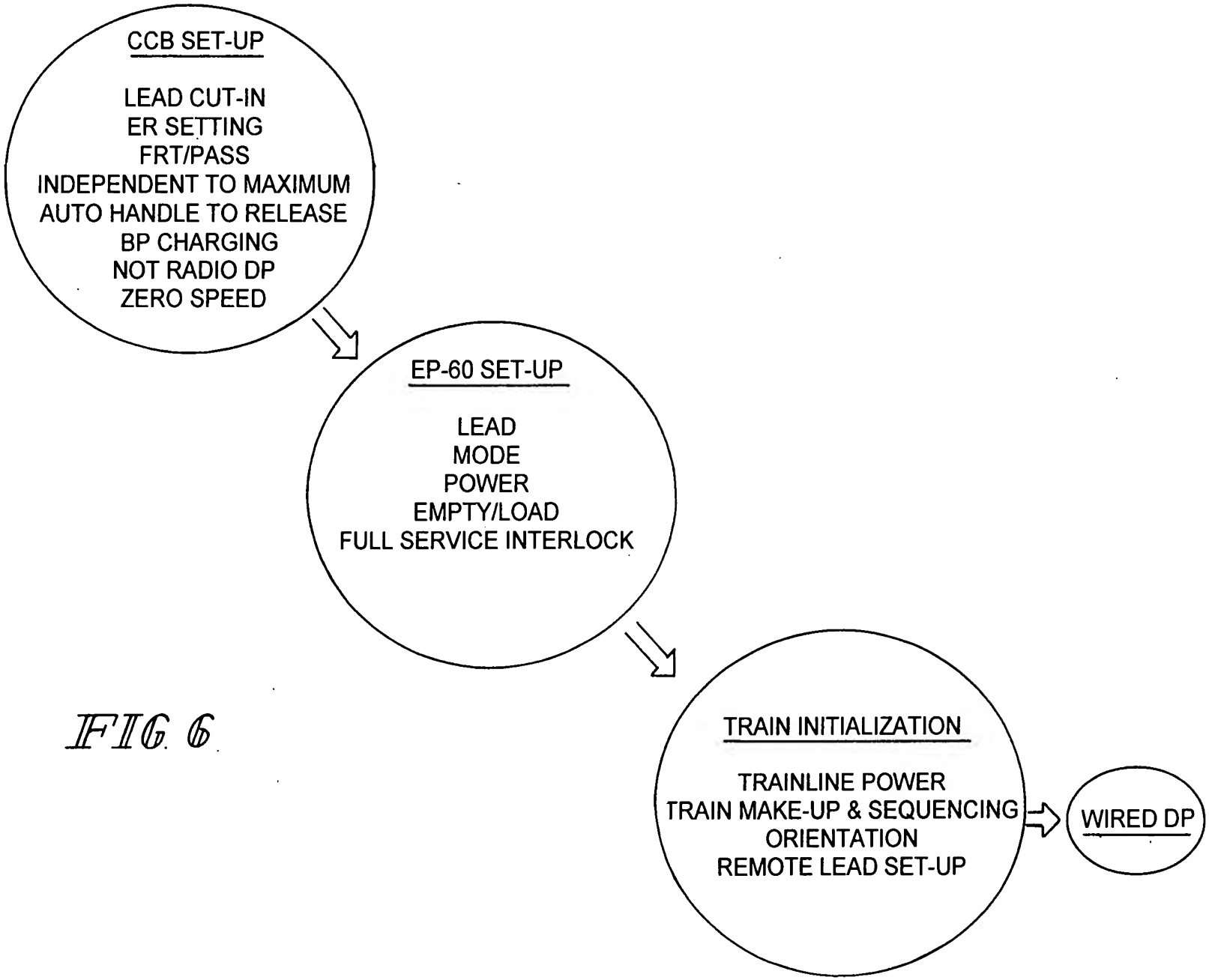

CCB SET-UP
LEAD CUT-IN
ER SETTING
FRT/PASS
INDEPENDENT TO MAXIMUM
AUTO HANDLE TO RELEASE
BP CHARGING
NOT RADIO DP
ZERO SPEED
EP-60 SET-UP
LEAD
MODE
POWER
EMPTY/LOAD
FULL SERVICE INTERLOCK
TRAIN INITIALIZATION
TRAINLINE POWER
TRAIN MAKE-UP & SEQUENCING
ORIENTATION
REMOTE LEAD SET-UP
WIRED DP

FIG 6

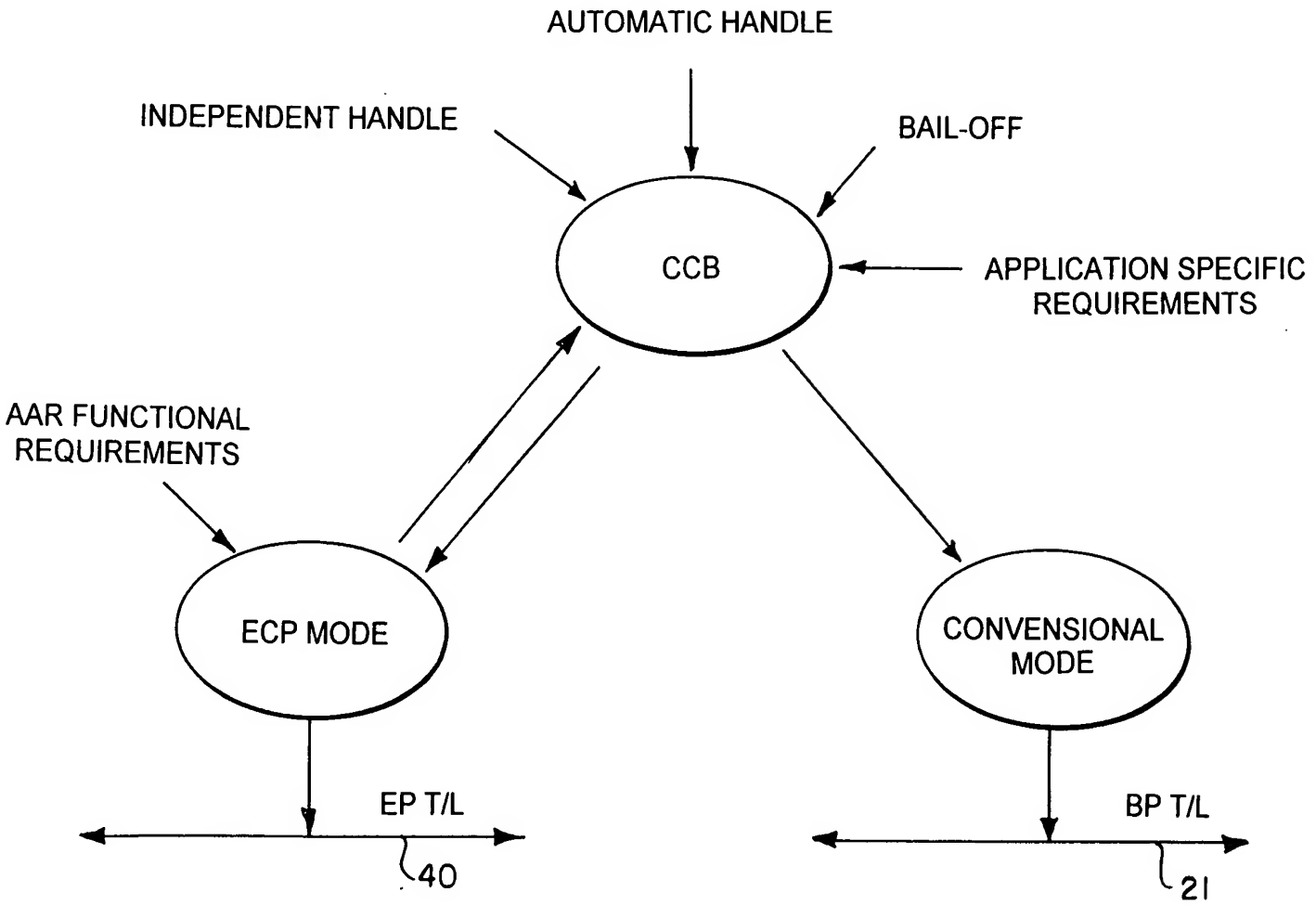

AUTOMATIC HANDLE
INDEPENDENT HANDLE
BAIL-OFF
CCB
APPLICATION SPECIFIC REQUIREMENTS
AAR FUNCTIONAL REQUIREMENTS
ECP MODE
CONVENSIONAL MODE
EP T/L
BP T/L
40
21

FIG. 1

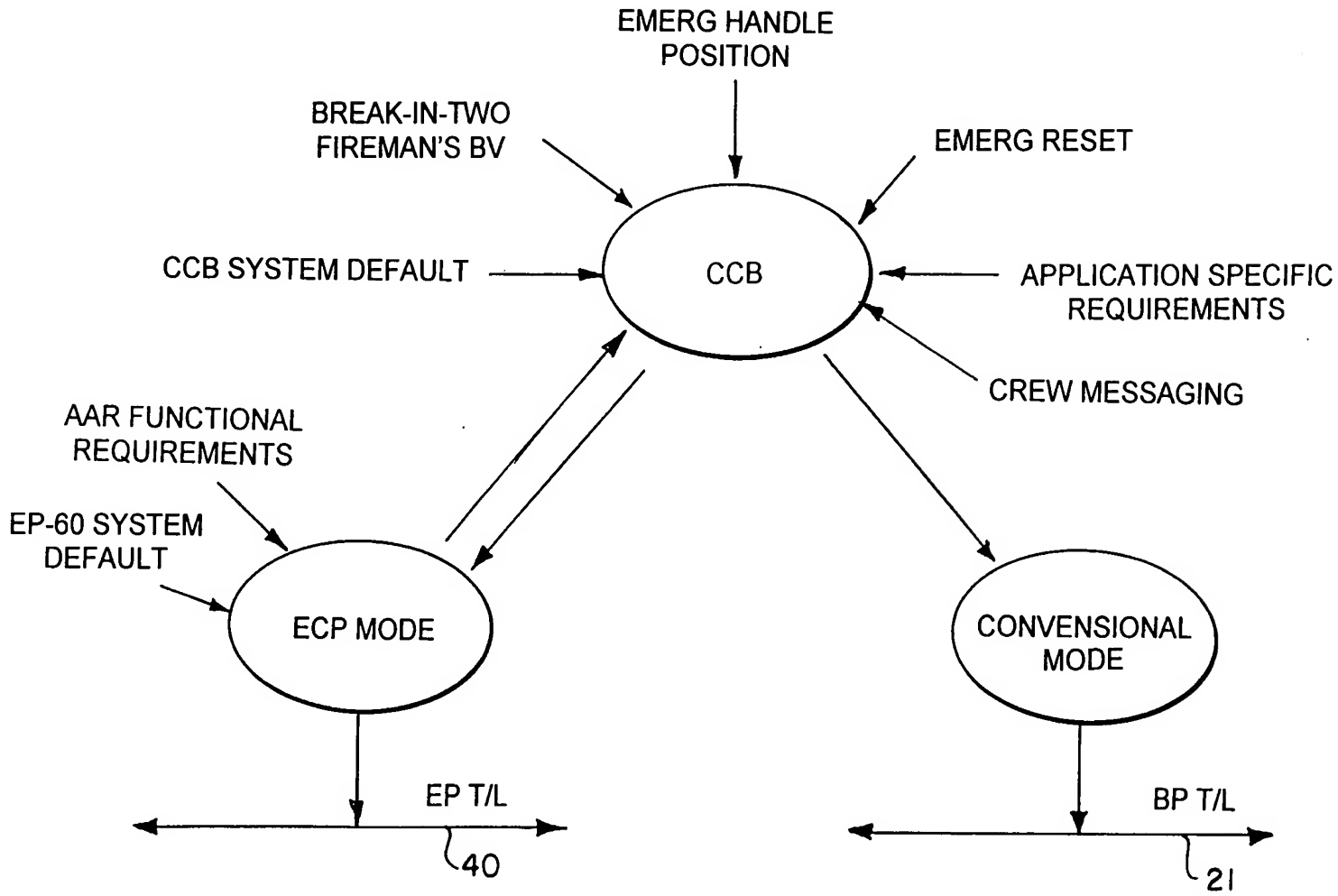

EMERG HANDLE POSITION
BREAK-IN-TWO FIREMAN'S BV
EMERG RESET
CCB SYSTEM DEFAULT
CCB
APPLICATION SPECIFIC REQUIREMENTS
CREW MESSAGING
AAR FUNCTIONAL REQUIREMENTS
EP-60 SYSTEM DEFAULT
ECP MODE
CONVENSIONAL MODE
EP T/L
40
BP T/L
21

FIG. 8

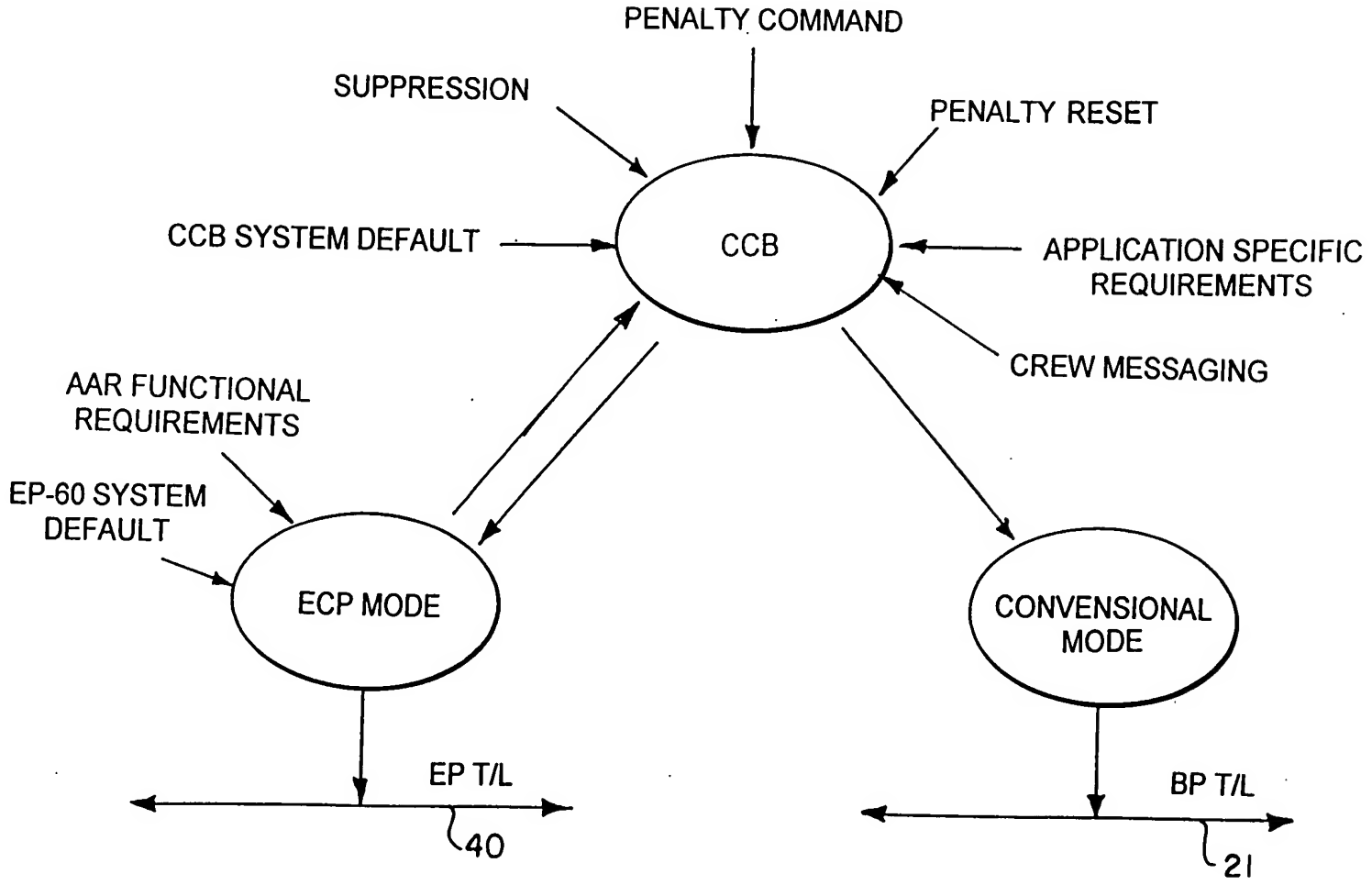

PENALTY COMMAND
SUPPRESSION
PENALTY RESET
CCB SYSTEM DEFAULT
CCB
APPLICATION SPECIFIC REQUIREMENTS
CREW MESSAGING
AAR FUNCTIONAL REQUIREMENTS
EP-60 SYSTEM DEFAULT
ECP MODE
CONVENSIONAL MODE
EP T/L
40
BP T/L
21

FIG. 9